PAFOS MANUAL

CHAPTER 6

ALLOWANCE DOCUMENTS

9090-1500

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6.0 INTRODUCTION

Navy policy states that each ship entering the Fleet will have accurate and complete allowance lists. This chapter of the PAFOS Manual identifies the various allowance lists developed to outfit a ship entering the Fleet. After introducing and defining the allowance lists, this chapter concentrates on the development and maintenance of a ship's Coordinated Shipboard Allowance List (COSAL). This chapter and its appendices provide the policies and procedures required for the development and maintenance of shipboard allowance lists. It is the responsibility of the Naval Sea System Command (NAVSEA) and the Naval Supply System Command (NAVSUP) to assist a ship's crew in achieving an acceptable level of supply readiness. NAVSEA and NAVSUP activities have additional responsibilities in the development of a COSAL for each ship while the ship is under construction and to assist in the maintenance of each ship's COSAL for the life of the ship. A COSAL may be delivered to a ship in either hard copy or automated means as part of the Shipboard Non-tactical ADP Program (SNAP). The method of delivery depends on the ship's capability to process data. The preferred method, and the one most commonly used, is through automated means using SNAP. SNAP allows the ship to update and maintain the configuration of systems and equipment installed in the ship and provides an automated inventory control system for spares and Maintenance Assistance Modules (MAMs) allowances authorized by the COSAL. Whenever the term COSAL is used in this chapter and its appendices, it is meant to include both the automated and hard copy methods of distribution unless specifically stated otherwise.

6.1 DEFINITIONS

The following definitions are provided to establish an understanding of the terminology used in this and other supply related documents:

- a. COSAL. A compilation of data used to describe a ship's allowance of spares, MAMs, consumables, and Operating Space Items (OSI). A COSAL may be delivered to a ship in either bound hard copy or automated data through SNAP. The COSAL is described more fully in paragraph 6-2.2.a and in detail in Appendix A.
- b. MAM. A part used by maintenance personnel to fault isolate system or equipment failures. The same part may also be included in the COSAL Stock Number Sequence List (SNSL) as a storeroom item as either a repair part or a spare part.

- c. Repair Part. A part that is used to repair a component, module, equipment, or system. Repair parts are consumed and are replaced upon failure.
- d. Spare Part. A part or module that is repairable and may be capable of operating on its own.
- e. Consumables. Materials that are for administrative and general use and are not defined as repair parts.
- f. OSIs. Items that are in the custody and management of the designated ship's department head.
- g. Spares. A term used to describe a ship's allowance of spare and repair parts.
- h. Storeroom Items. Allowed spare or repair parts carried in the ship's storeroom(s) or elsewhere in the custody of the Supply Officer.

6.2 THE REQUIREMENT

A ship entering the Fleet must be outfitted with all types of materials including: food; fuel; ammunition; sidearms and other portable weapons; ship's store resale material; portable equipment of all types; boats; vehicles; deck gear; yellow gear (where required); publications; charts and navigational aids; forms; administrative material; personnel support items; library books; recreational equipment; bedding; special clothing, as well as spares; MAMs; portable test equipment; OSI; equipage; special tools; and consumables required for both preventative and corrective maintenance for a specified period of time. intent is to deliver a ship in a satisfactory state of readiness and to maintain that level of readiness so that the ship can sustain itself in a hostile (war time) environment for an extended period of time. These ships will receive a variety of allowance lists as well as a new COSAL. These allowance lists are prepared by various activities and are usually coordinated through the Fitting Out Supply Support Assistance Center (FOSSAC) and the responsible Naval Supervising Activity (NSA). material required to fill these allowances must be ordered, received, and stored on board the ship. FOSSAC has the responsibility to monitor the completeness of shipboard allowances when ships are in construction or conversion. works very closely with the ship's crew and reports the material readiness condition of each ship to the ship's prospective Commanding Officer, the Prospective Type Commander (TYCOM), the Ship Program Manager (SPM), NAVSUP, and Office of the Chief of Naval Operations (OPNAV). The purpose of this monitoring is to

ensure that the pre-established material readiness goals and objectives are met for each ship. FOSSAC and the NSA have the responsibility to assist the ship in monitoring requirements plus loading and stowing the material involved. FOSSAC has the responsibility to represent the ship in matters pertaining to material readiness prior to the arrival of the prospective Supply Officer and prospective Commanding Officer.

6.2.1 Allowance Development Responsibility

The NSA must ensure that ships completing construction or an availability are properly outfitted to join the Fleet. This activity is also responsible for ensuring that the shipbuilding contractor provides provisioning data for Contractor Furnished systems and equipment (for further details see Chapter 4 of this manual). In addition, the NSA is responsible for ensuring that system and equipment configuration data is provided so that a COSAL can be developed. For new construction ships, configuration data is provided through the Real-Time Outfitting Management Information System (ROMIS). For ships undergoing conversion, overhaul, or an availability, configuration data is the responsibility of the Configuration Data Manager (CDM). CDM enters the configuration data into the Ship Configuration and Logistics Support Information (SCLSI) database in accordance with technical specifications (See Chapter 7 of this manual for details).

6.2.2 Allowance Lists

A ship undergoing construction or conversion (ship is either out of commission or in commission special) will receive a complete fitting out prior to joining the Fleet. These ships will receive a variety of allowance lists as well as a new COSAL. The material required to fill these allowances must be ordered, received, and stored on board the ship. The various allowances are defined below.

a. COSAL. The COSAL is the primary allowance document for the ship. The COSAL defines the allowance for spares, MAMs, equipment-related consumables, and OSI. The COSAL is composed of various sections including a Summary of Effective Allowance Parts Lists (APLs) and Allowance Equipage Lists (AELs), COSAL Indices, APLs and AELs, and Stock Number Sequence Lists. The COSAL structure and each of the component sections are described in detail in Appendix A. The COSAL is prepared by the Naval Inventory Control Point-Mechanicsburg (NAVICP-M), formerly the Navy, Ships Parts Control Center (SPCC), by extracting data from the Weapon Systems File (WSF). The WSF is primarily composed of Level A which contains configuration information and Level C which contains piece part information.

Various computational models are used to compute COSALs. COSALs are provided as automated data to ships that have the SNAP data system installed. Hard bound copies of COSALs are provided to ships that do not have SNAP installed. Ships that have automated systems other than SNAP may request NAVICP-M to provide COSAL data via magnetic tapes or disks in specialized formats.

- b. General Use Consumables List (GUCL). The GUCL is produced for new construction and conversion ships by NAVICP-M. The GUCL is then reviewed for applicability by the Prospective Supply Officer and FOSSAC. Usually the range and depth of items listed are adjusted based on the ship's operational requirements. The GUCL is not included in SNAP in that it is not a fixed allowance and no inventory control is maintained on the items listed.
- c. Ship Portable Electrical/Electronic Test Equipment Requirements List (SPETERL). The SPETERL identifies the latest known test equipment required to perform preventive and corrective maintenance at the organizational and intermediate maintenance levels on a total ship basis. The SPETERL includes Special Purpose Electronic Test Equipment (SPETE), Built In-Test Equipment (BITE), and selected Mechanical Test Instruments (MTI). The SPETERL provides information about Test Equipment quantities required and reported on board, equipment/system application, AEL numbers, suitable substitutes, and excess/deficiency status. The SPETERL is prepared by NWS Earle based on the configuration recorded in the SCLSI Database.
- d. Food Allowance. A ship's allowance of food is based on the ship's cyclic menu developed by the ship. Development of initial food allowances is the responsibility of the ship's Supply Officer. The ship is assisted by FOSSAC in preparing menus and loadout of required quantities. The NSA may be called on to assist in arranging for the shipbuilding contractor to provide pier side services in physically loading food into the ship. Food preparation equipment and serving equipment are part of the ship's COSAL and are provided as installed equipment and OSI.
- e. Navy Resale Allowance. The initial allowance of resale goods is computed by establishing a dollar amount for each person on board. The ship's Supply Officer is responsible for ordering the material required to support the crew for an initial period of time. The ship is assisted by FOSSAC in determining levels of materials required. Spares to support installed equipment required in the operation of resale activities (e.g., laundry machines, presses, refrigerators, freezers,

barber chairs) are provided through the COSAL. Certain specialized equipment (e.g., soft drink vending machines, sundae dispensers, and popcorn machines) must be purchased by the ship through an advanced loan from the Navy Resale Office.

- f. Forms and Publications. While the forms and publications allowance is part of the COSAL, it is developed separately from the COSAL process. The forms and publications allowance is computed by the Naval Inventory Control Point Philadelphia (NAVICP-P), formerly the Aviation Supply Office (ASO). Range and quantities of forms are based on the mission of the ship and the number of personnel on board. The forms and publications section of the COSAL is tailored to the type of ship. Publications include technical manuals and are selectively based on the complexity of the ship and can be as diverse as providing publications for a specific type of propulsion system, the use of the navigation plotter on the bridge, or the operation and maintenance of the ship's RADAR. The forms and publications allowance is only published for new construction and conversion ships.
- g. Oceanographic Materials. The initial allowance of oceanographic materials (e.g., charts, notices to navigators) is defined by the local oceanographic office and the ship's navigator. The initial allowance of oceanographic materials is based on the ship's predicted operational area. The operational area is based on information provided to the ship's navigator by the TYCOM responsible for the ship's schedule and operational requirements. Navigational aids and equipment (e.g., plotters, dividers, compasses, chronometers, parallels) are part of the installed equipment with loose items being defined on AELs in the OSI section of the COSAL.
- h. Photographic Equipment and Supplies. Photographic equipment and supplies are managed and controlled by NAVICP-P, and are provided to a ship based on a products list provided by NAVICP-P. For SSN-688 class submarines and CVNs, an AEL is provided to document this allowance. The equipment is considered equipage and is signature controlled. The amount of photographic equipment and film provided is based on the mission of the ship and whether it has a mission to gather photographic intelligence.
- i. Materials Handling Equipment (MHE). Not all ships carry MHE and must rely on assistance from the ashore support community. However, Mobile Logistic Support Force (MLSF) ships, Amphibious Force ships, and Aircraft Carriers do have an allowance for MHE. The type, size, and number of MHE carried on a ship relates directly to the ship's mission. Ships that are authorized MHE are provided this equipment from an

equipment pool. The equipment pool is responsible for major repairs and maintenance. The ship having the MHE is responsible for routine maintenance. MHE is supported by APLs and spares are provided through the ship's COSAL. Ships should store MHE spares so they can be easily identified and removed because MHE is frequently traded to the ashore community for functionally similar equipment and supporting spares are seldom interchangeable.

- j. Automotive Equipment. Most large ships have an allowance for official vehicles. The number and type of vehicles assigned to a ship depends on the size of the ship and the seniority of the Commanding Officer. These vehicles are used in attending official functions and are assigned by OPNAV. Automotive equipment is normally provided by the homeport ashore-based Public Works activity. NSA's involvement will be in assisting the ship to load the vehicles or arranging for parking space adjacent to ship or office provided to the ship's crew.
- k. Yellow Gear. Yellow gear is usually defined as equipment used in the handling of aircraft. Ships that have aircraft embarked as part of their primary mission will normally have an allowance of yellow gear. This equipment consists of tractors, bomb trailers, dollies, crash equipment, cranes, and aircraft engine lifts. These allowances are developed under the direction of the Naval Air Systems Command (NAVAIR).
- 1. Library Allowance. Each ship entering the Fleet is outfitted with a library to provide recreational reading and reference documents for personnel assigned to the ship. A library can range in size from a few hundred books to thousands. A ship's allowance of library books is developed by the Naval Personnel Command based on the number of personnel assigned to the ship and the space allocated to the library on the ship. The NSA's role is one of support in providing assistance to the ship through the shipbuilder in loading and stowing the books in the space assigned.
- m. Medical and Dental Allowance. A ship's medical and dental allowances are developed by the Navy Medical Logistics Command (NAVMEDLOGCOM). The medical and dental equipment assigned to a ship is determined by several factors, 1) size of the ship, 2) whether a doctor or dentist will be assigned to the ship on a regular basis, 3) space allocated to medical facilities on the ship, and 4) whether the ship is being fitted out for a specific purpose. Once a determination is made as to the extent of the medical and dental requirements, the Navy provides the equipment to be installed. Medical supplies and implements are provided based on a list provided by NAVMEDLOGCOM. The NSA's responsibility consists of receiving

the medical and dental equipment to be installed and providing it to the shipbuilder for installation. If the ship is outfitted in the building yard, extreme care must be taken in providing proper storage for medical supplies and providing secure storage for controlled medicinal items.

- n. Flight Deck and Hangar Deck Handling and Safety Gear. The development of an allowance list for spares for the flight and hangar deck needs to be carefully developed. The equipment installed is normally provided to the shipbuilder by the Navy. However, due to its uniqueness (developed by NAVAIR installed by a NAVSEA shipbuilder), it can be overlooked. Equipment such as aircraft starters, aircraft tie downs, aircraft refueling equipment, landing lights, deck edge lights, etc., all require special attention. The NSA must ensure that the spare and repair parts required for maintenance of this equipment are included in the Aviation Launch and Recovery Equipment (ALRE). The supporting spares and material will be included in the Area of Interest (AOI). The spares and materials provided for these systems and equipment must be segregated but stored as part of a ship's permanent allowance.
- o. Helicopter Landing Aids and Refueling Systems. Many ships in the Fleet have helicopter landing decks and/or some capability to refuel helicopters while hovering over the stern of the ship. Ships with helicopter landing platforms have allowances that support their aviation capability. The NSA must ensure that any spare or repair part provided in support of the equipment installed is included in the ship's allowance. Helicopter refueling equipment is unique but is normally provided through the COSAL. When a helicopter is assigned to a non-aviation ship, the spares and materials required for maintenance of the helicopter are brought aboard in a pack-up kit which accompanies the helicopter when the helicopter is removed from the ship.
- p. Aviation Consolidated Allowance List (AVCAL). Ships that have primary missions to support aircraft normally have an AVCAL. The AVCAL is prepared by NAVICP-P for the Fleet TYCOM responsible for the aircraft to be deployed. The AVCAL is based on the mix of aircraft to be deployed and the material is stored in specialized cabinets that can be removed from a ship for purifying the AVCAL when the aircraft deck load changes.
- q. Intermediate Maintenance Allowances. Certain ships in the Fleet are designated as having intermediate maintenance capability. Aircraft Carriers and Helicopter Carriers have intermediate maintenance capability for assigned aircraft. Destroyer Tenders, Submarine Tenders, and ships designated as

repair ships have intermediate maintenance capability for shipboard equipment. In the case of tenders and repair ships, intermediate maintenance is the ship's primary mission. When a ship is designated as intermediate maintenance capable, it has installed equipment necessary to accomplish this level of maintenance. The necessary tools, test equipment, and spares to support this equipment are included in the ship's COSAL. However, the ship receives a Tender and Repair Ship Load List (TARSL) which includes the demand based spares and consumables required to perform the intermediate maintenance for supported The TARSL is funded through the Defense Business Operations Fund (DBOF) and is not considered to be a part of the ship's COSAL. The NSA has the normal involvement in ensuring that the equipment, test equipment, and tools required for intermediate maintenance are included on an AEL and are included in the COSAL. Particular care must be exercised to ensure the compatibility of the tools and the equipment supported. For example, the lathe cutters must fit the lathe installed. Ships supported by a TARSL use the SNAP I system to account for their allowances. The SNAP I stock record data differentiates between the items held as part of the COSAL, those that are part of the TARSL, and those that are included in both.

- r. Flag Allowances. Ships that are fitted out as flag ships require additional allowances of personnel support equipment. The NSA is responsible for determining the size of the flag spaces and select AELs to provide allowance documentation for the flag allowance to be included in the OSI portion of the COSAL.
- s. Welfare and Recreation. The NSA is responsible for determining and providing the initial allowance of welfare and recreational equipment and supplies. The NSA will work directly with the ship to determine what is required and provide a local allowance that can be used to purchase the needed materials.
- t. Loose Items List. In the construction of a ship, there are items that are spelled out in the ship's specifications that are an integral part of the installed equipment. These items are not always attached to the system or equipment; however, they need to be on board the ship to ensure proper operation. Due to timing, the NSA will develop a Loose Items List that is used for loading purposes only. Most of the loose items should be supported on an AEL but are not included in the COSAL at the time the ship is delivered. The NSA shall take action to review the Loose Items List and prepare the proper documentation to enter the items into the COSAL.

6.3 THE COORDINATED SHIPBOARD ALLOWANCE LIST

The COSAL provides the characteristics data of the systems and equipment installed on a ship. It also identifies the material required to operate and maintain the ship. The COSAL specifies the range and depth of spares, special tools, tools, test equipment, MAMs, OSI, and consumables required to make a ship self-sustaining for a specified period of time. A COSAL is a comprehensive document that is delivered to the applicable ship via data transfer when the ship has SNAP or on hard copy when the ship does not have the automated program. Most ships in the Fleet are now outfitted with SNAP so most COSALs are now delivered via that mode. The term "maintain" is of special significance in COSAL development because any spares, special tools, or MAMs defined in the COSAL are placed there to support maintenance requirements. The actual structure and contents of a COSAL are included in 6-A.2. In order to achieve an acceptable level of supply readiness, a COSAL must be accurate, comprehensive, tailored to the configurations of installed systems and equipment, and oriented to a ship's assigned mission. The COSAL is developed through a joint effort of both the engineering and logistics communities because data developed by the engineering community provides the information needed by the logistics community to develop a COSAL. This chapter explains the polices required to develop and maintain a COSAL. for the development and maintenance of a COSAL are contained in Appendix A to this chapter, "Coordinated Shipboard Allowance List Preparation and Processing."

6.3.1 Coordinated Shipboard Allowance List Derivations

The COSAL is derived through a computational model process that computes levels of spares, OSI, and MAMs. The computational math models currently being used to compute COSALs are:

- .5 FLSIP PLUS
- .25 Fleet Logistics Support Improvement Program (FLSIP)
- .10 Modified FLSIP (MOD-FLSIP)
- Readiness Based Sparing
- TRIDENT
- Conventional

While there are variations in computational math models used to compute a COSAL, these models all use the same databases. The databases used in developing a COSAL are the SCLSI and WSF. The

.5 Plus Model is the current Navy standard and is discussed in Appendix A.

6.3.2 Real-Time Outfitting Management Information System

ROMIS Configuration Status Accounting (CSA) is used to record and maintain the configuration of systems and equipment that are installed in a ship during new construction. ROMIS CSA provides configuration status accounting throughout the construction period and provides the configuration baseline to extract COSALs when required. ROMIS CSA is described in detail in the new construction segment of this chapter. ROMIS CSA data files feed the SCLSI database and the transition from ROMIS CSA to SCLSI is accomplished without additional input from any source.

6.3.3 The Ship Configuration and Logistic Support Information Database

The SCLSI database is a dynamic file that records a ship's installed systems and equipment configuration data. It is maintained by the CDMs assigned to various classes of ships. The SCLSI database is used to record and maintain configuration data on systems and equipment installed in U.S. Navy ships. An overview of the Ships Configuration and Logistic Support Information System (SCLSIS) procedures is provided in Chapter 7 of this manual. The importance of SCLSI data cannot be over emphasized. If the configuration data for systems or equipment are not entered or are entered incorrectly, a ship's COSAL will be either incomplete or the ship will have the wrong mix of spares, OSI, and MAMs on board. Simply put, configuration drives logistics.

6.3.4 The Weapon Systems File

The WSF is resident at and maintained by NAVICP-M. The WSF is a multi-level file that provides system and equipment characteristics, parts application and parts history, as well as other This file identifies systems and equipment by their Repairable Identification Code (RIC), which is the same as the APL number; identifies their technical characteristics; and identifies the piece parts that comprise the end item plus associated MAMs and special tools required to operate and maintain each system or equipment. While there is not an APL or Preliminary Allowance List (PAL) per se in this file, each of these allowance documents can be extracted from the WSF. file also contains data on equipage and consumables required to operate and maintain a ship, as well as individual systems and equipment. AELs can also be extracted from the WSF. There are separate appendices to this chapter that describe the procedures to develop and maintain APLs, PALs, and AELs; however, a short

description is provided here to provide continuity of flow for COSAL data requirements.

6.3.4.1 Allowance Parts Lists

The provisioning process provides system and equipment characteristics, plus spares information. This data is loaded into the WSF and becomes the basis for development of APLs and PALs. (The provisioning process is covered in detail in Chapter 4 of this manual.) APLs are prepared using provisioning data loaded in the WSF. APLs are an integral part of a COSAL whether the COSAL is provided to a ship as part of SNAP or delivered to a ship as printed text in hard cover bound volumes. APLs list both the technical characteristics of a specific system or equipment as well as the logistical coding required to provide supply support for the system or equipment. APLs also identify all maintenance significant spares associated with the system or equipment. Additionally, the maintenance capability of a ship and planned maintenance requirements must be considered in the preparation of an APL or a PAL. All items listed are allowance candidates; however, only those that meet the criteria of the COSAL computational model will be authorized as On Board Repair Parts (OBRP). Items required for safety of a ship or its personnel and preventive maintenance are coded with a technical override in the WSF to ensure an authorized allowance in the COSAL and/or SNAP database. Appendix B provides APL preparation and processing quidance.

6.3.4.2 Preliminary Allowance List

When the supporting documentation and provisioning data required to develop an APL for a system or equipment is not available by the first installation date of a system or equipment, a PAL shall be developed. A PAL is a supply support document, published in APL format, that delineates the spares, MAMs, and special tools required to operate a system or equipment from the first installation date until an APL is developed and placed in the COSAL. When an APL is developed to replace a PAL, the APL shall be assigned the same RIC number as the PAL. Appendix C provides PAL preparation and processing guidance.

6.3.4.3 Allowance Equipage List

An AEL is an allowance document prepared to provide supply support for various categories of non-installed components collectively known as equipage. An AEL may be related to a system or equipment, personnel, general requirements, damage control, ship, or specific function. AELs generally do not provide spares that are embedded in a system which are needed to

meet maintenance requirements. Appendix D provides AEL preparation and processing guidance.

6.3.4.4 Advance Repairable Identification Codes

An advance RIC is assigned when a system or equipment is being installed in a ship but an APL or PAL has not been developed. The advance RIC is assigned and used to establish Configuration Status Accounting in a ship's records. In all cases of assigning advance RICs, it is expected that a final APL or PAL carrying the same RIC number will be developed and provided to the Fleet via Automated Shore Interface (ASI) or Automated Monthly COSAL Maintenance Action Report (AMCMAR).

6.3.4.5 Allowance Components List

An Allowance Components List (ACL) is a system validation aid prepared for variable installations of electronic weapon systems. It also performs the function of tying together large systems supported by more than one APL. The ACL contains a list of component APLs with APL/AEL identification numbers as well as components not supported by an APL. A single installation may not contain all of the components listed on the ACL. ACLs do not provide COSAL Support. Validation of each component is required. ACLs frequently contain additional ACLs which must be used by validators to accurately define each ship's specific configuration. This will ensure proper COSAL support.

6.3.5 Allowance Computation

A COSAL or SNAP database is computed using ship tailored configuration data and processed through a Chief of Naval Operations (CNO) approved computational math model. The COSAL development process will use WSF/SCLSI configuration data, APL (Component Characteristic File [CCF]) data from Level "C," and National Item Identification Number (NIIN) data from the Management Information File (MIF) to compute authorized OBRP allowances. Regardless of which math model is used, it will compare the ships configuration data file (e.g., a file having the configuration of all systems and equipment installed in the ship) to Level C of the WSF and compute an allowance of spares, MAMs, OSI, special tools, equipage, and consumables. accuracy of a COSAL depends on the accuracy and completeness of the files from which it is computed. The range and depth of items allowed are based on the rules and parameters of the computational math model used. The .5 Plus Model is the current Navy standard and is discussed in Appendix A.

6.3.6 Allowance Maintenance

COSAL maintenance is dynamic in nature and requires constant updates of system and equipment configuration as each new system or equipment is installed. The alteration and modification of systems and equipment also require updates to the configuration file. Changes to system or equipment configuration also require that supporting documents (e.g., APLs, PALs, and AELs) be updated to reflect the new mix of materials required to provide supply support. These changes to the SNAP databases are collectively known as ASI data. Physical distribution of the ASI data is through the Revised Alternative Dataflow (RAD) process. See Chapter 7 for a description of the RAD process. For manual ships, monthly maintenance is provided in hard copy via the AMCMAR.

6.4 POLICY

The policy delineated below shall be followed in the development and maintenance of allowances.

6.4.1 Allowance Policy

Each U.S. Navy ship, craft, or boat shall have an accurate and complete allowance that defines the materials and spares required for operation and maintenance. These allowances shall be developed and maintained in a current state as described in the following subparagraphs and the appropriate appendix. COSAL data and data systems shall be automated to the extent possible.

6.4.1.1 Ships Allowance

Each ship shall have a COSAL developed while it is undergoing construction and it must be on board before the ship is delivered to the Fleet. The COSAL shall be maintained in a current state throughout the life cycle of the ship. A ship's COSAL shall define the spares and materials required to make a ship self-sufficient for a sustained period of time. Procedures for the preparation and maintenance of a COSAL are contained in Appendix A.

6.4.1.2 Boats and Craft

Each boat or craft shall be supported by an allowance.

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Change B

Procedures to develop boat allowances are contained in Appendix E. The following policy shall apply for boat allowance lists:

- a. A boat or craft shall have a Boat Allowance List (BAL) developed that defines those items and equipage required for the safety and operation of a boat.
- b. Each system or equipment installed in a boat shall have an APL that defines supply support for that system or equipment.
- c. Spares required to support systems and equipment installed in a boat assigned to a ship shall be included in a ship's COSAL. Spares to support a boat assigned to a Boat Pool shall be included in a COSAL for the Boat Pool.
- d. When circumstances dictate when a boat or craft will operate independently, a separate boat COSAL may be developed for the boat or craft.
- e. Boats operating as a squadron or group shall be supported through a Coordinated Shore Based Allowance List (COSBAL) or a COSAL developed to support the boats assigned to the squadron or group.

6.4.2 Allowance Parts List Policy

Each system or equipment installed in a ship shall have an APL prepared that lists all maintenance significant parts embedded in the end item.

6.4.3 Preliminary Allowance Lists Policy

A PAL shall be developed for each system or equipment that will not have an APL developed by its installation date. A PAL may also be required to provide supply support for alterations to existing systems or equipment.

6.4.4 Configuration Data

The databases (e.g., SCLSI, WSF) will reflect the most current information from the time they are initialized until a ship is struck from the Navy record. Configuration changes shall be recorded in a ship's configuration records as soon as the changes are made. These configuration changes may be caused by: installation of new or additional systems or equipment, removal of systems or equipment, or by making an alteration to an existing system or equipment. The process for reporting configuration changes is discussed in Chapter 7 of this manual.

6.4.5 Ships in Construction

For ships in new construction, COSALs are produced incrementally as system and equipment provisioning is processed and configuration identification is finalized. Incremental COSALs consist of COSAL indexes and an Incremental Stock Number Sequence List (ISNSL). Incremental COSALs are developed by NAVICP-M based on a schedule established by the SPM. The normal schedule for incremental COSALs is 4 increments for lead hulls and 3 for follow-on ships. Some ship types, such as carriers and submarines, establish a schedule that varies from the norm. The configuration baseline for incremental COSALs is the SCLSI database as established by ROMIS CSA. Funding of spares required to fill incremental allowances will be as follows:

6.4.5.1 Contractor Furnished Equipment

OBRP allowances for Contractor Furnished Equipment (CFE) (i.e., spares, required to support systems and equipment acquired and installed by the shipbuilder) shall be purchased and provided by the shipbuilding contractor. The shipbuilder shall purchase and provide only those OBRPs (spares) listed in the ship's COSAL as defined in each COSAL increment or emergent allowance document not meeting the cut-off for the COSAL.

6.4.5.2 Government Furnished Equipment

OBRP allowances for Government Furnished Equipment (GFE) (i.e., spares, OSI, and MAMs required to support systems and equipment acquired by the Government and installed by the shipbuilding contractor) shall be funded through the Shipbuilding and Conversion, Navy (SCN) outfitting allotment. The NSA monitoring a ship's construction is responsible for requisitioning the material designated as Government Furnished (GF). Normally this material is ordered by the NSA and turned over to the shipbuilder for integration into the ship's storeroom mock-up.

6.4.5.3 Equipage and Consumables

Allowances of GF equipage and consumables shall be funded by the SCN outfitting allotment. Equipage and consumables designated as Contractor Furnished (CF) are acquired and funded by the shipbuilder.

6.4.6 Initial Coordinated Shipboard Allowance Lists

The first complete COSAL, commonly referred to as the Load COSAL, shall be extracted as scheduled by the NSA and the SPM. The load COSAL is normally extracted approximately 8 months prior to the End of Construction (EOC). SPMs for various ship types establish

a schedule compatible with their requirements. Initial GF spares, GF equipage, GF OSI, and GF consumables are funded by the SCN outfitting allotment. The SCN outfitting allotment provides initial GF supply support until the ship reaches the SCN Obligation Work Limiting Date (OWLD), usually EOC plus 11 months. All subsequent allowance material is funded by the Active Fleet Outfitting Account using the Other Procurement, Navy (OPN) appropriation.

6.4.7 Shipboard Non-tactical ADP Program

SNAP shall be initialized when the COSAL is developed for a ship under construction. This usually occurs at EOC-8 months.

6.4.8 Coordinated Shipboard Allowance List Maintenance

Maintenance to COSAL records shall be dynamic in nature with changes recorded as they occur. COSAL maintenance is driven by changes to system and equipment configuration that result in the need for new and additional spares and MAMs. The following policy shall be followed to maintain a ship's COSAL:

6.4.8.1 Coordinated Shipboard Allowance List Change Data

COSAL change data provided to a ship only addresses those changes that affect the ship receiving the data. The changes provided address adds and deletes to the system and equipment configuration files. Additionally, the changes identify any new (adds) spares required to maintain the added system and equipment. The SNAP reorder module will generate requisitions for added spares. Manual ships should prepare manual requisitions for any added spares. The requisitions for added spares are to be forwarded to the Technical Operating Budget (TOB) holder for processing. Spares that no longer have application to the ship will be identified but are not normally offloaded until the ship goes through its next Integrated Logistics Overhaul (ILO).

6.4.8.2 Coordinated Shipboard Allowance List Updating Periodicity

The periodicity for updating a ship's COSAL and/or SNAP database shall be monthly. Automated ships will be provided SNAP ASI and manual ships will receive AMCMAR. Increases to a ship's allowance of OBRPs shall be funded by one of the NAVSEA Outfitting Accounts. (The SCN allotment will be used prior to the SCN OWLD and the OPN allotment will be used after the SCN OWLD. The OPN Allotment excludes funding increases in allowance for service craft.)

6.4.8.3 New Coordinated Shipboard Allowance Lists

Periodically throughout the ship's life cycle, it will receive a new COSAL based on a variety of factors--including configuration change, accuracy of configuration, and supply effectiveness. A new COSAL shall be extracted for a ship when there is sufficient configuration change to warrant republishing. When a new COSAL is extracted, an ILO is usually performed to update the material in the ship's storerooms and the inventory records.

6.4.8.4 Integrated Logistics Overhaul

A ship's COSAL is corrected and its inventory of OBRPs and MAMS updated when a ship undergoes an ILO. Increases in the OBRP allowances are funded by the NAVSEA outfitting allotment. For most active Fleet ships, the allowance changes will be funded by the OPN appropriation. If the availability being supported by the ILO is being funded out of the SCN appropriation, then allowance changes will also be funded by the SCN appropriation. For short availabilities, an Integrated Logistics Review (ILR) is conducted.

6.5 RESPONSIBILITIES

Each activity performs the functions assigned to them and provides the necessary data and documents required to develop and maintain a ship's COSAL for each ship's life cycle.

6.5.1 Naval Sea Systems Command

NAVSEA 04 is responsible to:

- a. Provide policy and guidance to ensure that each ship has an accurate and complete COSAL when it is delivered to the Fleet and that each ship's COSAL is accurately maintained for the life cycle of the ship.
- b. Budget for and fund initial supply support to ensure that each ship achieves a satisfactory level of supply readiness for each system or equipment installed in a ship and for the ship as a whole. These funding responsibilities start while the ship is under construction and continue throughout the ship's life cycle.
- c. Administer the allowance preparation effort of NAVSEA activities to ensure strict compliance with the provisions of this manual. Providing guidance and direction to activities and commands involved in the development and maintenance of a COSAL.

- d. Ensure that the requirement for allowance data is included in contracts for ship construction, conversion, overhauls and availabilities, as well as contracts for systems and equipment that will be installed in U.S. Navy ships. These data requirements shall include Provisioning Technical Documentation (PTD), configuration data, and supplemental data (i.e., drawings, specifications, sketches, etc.,) as necessary to develop an APL, AEL, or PAL to be used in developing a complete and accurate COSAL.
- e. Coordinate with other systems commands to ensure that activities under their command and control adhere to the requirements of this manual.
- f. Maintain interface with ships, Fleet Commands, other System Commands, In Service Engineering Agents (ISEAs), Technical Support Activities (TSAs), Program Support Inventory Control Points (PSICPs), Naval Supervising Activities (NSAs), Configuration Data Managers (CDMs), and other activities as necessary to ensure that ships receive state-of-the-art COSALs.
- g. Establish and maintain logistics Centers Of Excellence (COEs) that are responsible for maintaining procedures, accurate data systems, and databases.

6.5.2 Ship Program Managers

SPMs shall be responsible to:

- a. Ensure that each ship under their cognizance has a complete and accurate COSAL. Include the requirements for the contractor to develop and provide configuration and provisioning data in ship construction contracts, ship conversion contracts, ship overhaul contracts, and ship availability contracts.
- b. Ensure that activities responsible for COSAL development and maintenance use the guidance provided in this manual.
- c. Provide guidance to NSAs responsible for ships undergoing construction, conversion, overhauls, and availabilities to obtain and provide data required for the development of a ship's COSAL.
- d. Provide direction to Participating Managers (PARMs) in obtaining and providing the data required to provision and develop APLs, PALs, and AELs for GFE.

- e. Provide direction to CDMs in documenting configuration data in the SCLSI database in order to maintain a ship's COSAL.
- f. Schedule COSAL and incremental COSAL extraction dates to coincide with each ship's schedule.
- g. Monitor PARMS, shipbuilders, ship overhaul and repair contractors, NSAs, CDMs, and ship maintenance activities to ensure that configuration and provisioning data is submitted in a timely manner to support SNAP/COSAL production and updates.

6.5.3 Participating Managers

PARMs are responsible to:

- a. Use the policies, procedures, and responsibilities defined in this manual to provide data required to prepare and maintain a ship's COSAL.
- b. Include configuration and provisioning data requirements in each contract for systems and equipment so that an accurate and complete APL can be developed for each system or equipment acquired. (See Chapter 4 for provisioning requirements.)
- c. Assign a Technical Support Activity (TSA) to be responsible for provisioning a system or equipment and to provide supply and technical coding for each part embedded in systems or equipment being acquired. This requirement also applies to alterations to existing systems and equipment.
- d. Interface with NAVICP-M to ensure that an APL or PAL is developed as appropriate or an Advance RIC is assigned.
- e. Require In Service Engineering Agents (ISEAs) and TSAs to develop data for equipment related AELs.
- f. Develop BALs for boats and small craft.

6.5.4 Naval Supervising Activities

NSAs shall be responsible to:

a. Ensure that shipbuilders, ship overhaul and repair contractors, and Naval Shipyards provide provisioning data in a timely fashion so that CF systems and equipment installed in a U.S. Navy ship are supported with either an APL or a PAL prior to joining or rejoining the Fleet. When this is not possible, an Advance RIC will be used.

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- b. Ensure that system or equipment configuration data is provided to the CDM prior to or on the day of installation.
- c. Ensure that shipbuilders and ship repair contractors provide an initial allowance of OBRPs for CFE installed.
- d. Ensure that configuration data is entered into the ROMIS database for systems and equipment that are installed while a ship is undergoing construction.
- e. Monitor the CSA file for each ship under construction using ROMIS CSA and SCLSIS. ROMIS CSA provides configuration and installation data for both CFE and GFE.
- f. Prepare AELs for selected GF components while ships are under construction. The NSA is responsible for identifying the proper AEL to be used in developing a ship's COSAL. The NSA is responsible for ship and personnel oriented AELs. ISEAs and PARMs are responsible for developing AELs for combat systems, mission related systems and equipment, and other GFE provided to the shipbuilder for installation. The NSA is responsible for identifying these AELs and ensuring the ship is a registered user of the AEL in SCLSI.
- g. Assume responsibility for COSAL completeness and accuracy.
- h. Take expeditious action to correct all COSAL discrepancies. Scheduling ISNSLs for ships under construction.
- i. Validate the configuration of systems and equipment being installed in a ship.
- j. Monitor the actions of the shipbuilding or ship repair contractors to ensure that the installation and allowance data being provided is correct and accurate.
- k. Assist in the transition of the ROMIS CSA File to the SCLSI database so that SCLSI reflects the as-built configuration.
- 1. Report completed configuration additions and deletions to the CDM for ships in conversion, overhauls and availabilities.
- m. Participate in Configuration Quality Reviews (CQRs) as directed by the SPM.
- n. Ensure that a new ship's initial allowances of OBRPs are filled and on board a ship prior to the ship departing the builder's yard.
- o. Process Incremental COSALs and the initial load COSAL to ensure that initial allowances of OBRPs, OSI, MAMs, and Consumables are on board when a new ship joins the Fleet.

6.5.5 Technical Support Activities

The TSA's roles and responsibilities are defined in Chapter 4 of this manual. TSAs shall be responsible to:

- a. Receive and review PTD and assign technical codes as required to complete the provisioning process in order to develop an APL, AEL, or PAL. (See Chapter 4 for full discussion of provisioning.)
- b. Provide interim provisioning data sufficient for developing a PAL when an APL will not be available by the installation date of a system or equipment.
- c. Provide configuration data to the CDM for all systems or equipment under their cognizance.
- d. Determine the need for a system or equipment related AEL by reviewing system and equipment plans, drawings, specifications, and manufacturer's technical manuals. Accurately identify AELs to NAVICP-M when it is determined that a system or equipment AEL is required. Provide recommended changes to AELs whenever a system or equipment receives an alteration or design change.
- e. Review APLs, PALs, and AELs to ensure they are valid and that they provide the spares, MAMs, OSI, equipage, and consumables required to operate and maintain the system or equipment they support.
- f. Participate in CQRs.

6.5.6 Configuration Data Managers

CDMs are responsible to provide configuration data as set forth in the SCLSIS Technical Specification (9090-700 series) and Chapter 7 of this manual. CDMs provide a vital link in allowance preparation in that they are responsible for maintaining the SCLSI database in a current state. CDMs shall be responsible to:

- a. Maintain the SCLSI database in a current and accurate state for the life cycle of each ship assigned. Each system or equipment installed in a ship shall be individually entered into the SCLSI records of that ship.
- b. Chair CQRs as directed by the SPM.

6.5.7 Naval Supply Systems Command

NAVSUP shall ensure that all activities under its command adhere to the policies and procedures set forth in this manual. NAVSUP shall be responsible to:

a. Interface with NAVSEA to develop allowance preparation and maintenance policies and procedures.

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- b. Administer the COSAL production effort performed by NAVICP-M and other NAVSUP field activities to ensure strict compliance with the policies and procedures set forth in this manual.
- c. Coordinate the FOSSAC and the NAVICP-M Platform Managers responsibilities for New Construction Ships.
- d. Collaborate with NAVSEA in the issuance of revisions to this manual.

6.5.8 Space and Naval Warfare Systems Command

Space and Naval Warfare Systems Command (SPAWAR) will issue directives to subordinate commands as required to coordinate compliance with the policy and procedures in this manual for systems and equipment to be installed in Navy ships.

6.5.9 Naval Inventory Control Point - Mechanicsburg

NAVICP-M performs as the Supply Support Logistics Element Manager (SS LEM) for NAVSEA managed systems and equipment and produces ship COSALs. NAVICP-M shall be responsible to:

- a. Operate and maintain a centralized data system known as the WSF. The WSF shall be the central data system used to house system and equipment characteristics and parts history. It shall house the data needed to extract individual APLs, AELs, or PALs as well as an entire COSAL. The WSF shall house the various COSAL math models and shall be capable of computing allowances using one or a combination of the models.
- b. Process Provisioning Technical Documentation as delineated in Chapter 4.
- c. Enter system and equipment configuration data from ROMIS into Level "A" of the WSF.
- d. Extract Incremental COSALs for ships undergoing construction as scheduled by the SPM.
- e. Extract the initial load COSAL for ships undergoing construction when requested by the SPM.
- f. Compare the WSF with SCLSI and extract an updated load COSAL when scheduled by the Fleet and the SPM. Prepare a new COSAL to coincide with an availability start date. This is done so that the ship can be assisted in updating its records and storerooms by an Integrated Logistics Overhaul (ILO) site. Updated COSALs and COSAL data shall be shipped to arrive at the ILO concurrent with ship arriving at the availability site.

- g. Interface with SPMs, PARMs, CDMs, TSAs, NSAs, and other activities as necessary to ensure that the allowance preparation data files are maintained in a current state so that each responsible activity can complete their role.
- h. Participate in the preparation and publishing of AELs.
- i. Provide monthly maintenance for: configuration changes, APL/AEL pen and ink updates, New/Revised APLs/AELs, APL/AEL supersessions, and cross reference data to automated and manual ships via SNAP ASI and/or AMCMAR respectively.
- j. Perform an area of interest exchange with NAVICP-Philadelphia. Area of interest data shall be included in COSALs and COSAL maintenance.
- k. Ensure that configuration and provisioning data requirements are included in NAVICP hardware acquisition contracts.
- 1. Maintain the COSAL Use and Maintenance Manual.
- m. Maintain Allowance Computation History files.

6.5.10 Naval Sea Logistics Center

The Naval Sea Logistics Center (NAVSEALOGCEN) has been assigned as a Logistics Center of Excellence. In this role, NAVSEALOGCEN is responsible to:

- a. Interface with activities responsible for allowance discrepancies to provide assistance in correcting discrepancies prior to the COSAL extract date.
- b. Review the ship's configuration to ensure that each APL is complete and provides the needed spares to maintain the system or equipment it is to support (i.e., that APLs are not bald).
- c. Ensure that there is a complete and accurate AEL available to provide all levels of equipage when and where required.
- d. Review, track, and forward Fleet COSAL Feedback Reports (FCFBRs). Take action to advise all concerned of approved changes to the COSAL. (See Chapter 8 for allowance change process.)
- e. Act as the Navy's Readiness Based Sparing (RBS) implementation agent.
- f. Monitor the allowance preparation process and provide training and assistance as necessary.

6.5.11 In Service Engineering Agents

ISEAs are the agent of the Program Manager (PM). As the agent of the PM, the ISEA is responsible to:

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- a. Provision new systems/equipment (specifics contained in Chapter 4).
- b. Provide configuration input to CDM (life cycle) and NSA (new construction) (specifics contained in Chapter 7).

6.5.12 Integrated Logistics Overhaul Activities

The ILO sites are Fleet controlled activities that assist ships in processing new COSALs and verifying that a ship's allowance of OBRPs and MAMs is consistent with its updated configuration data. ILO activities are responsible to:

- a. Purify the inventories of spares and MAMs on each ship going through ILO. The ILO site shall require the ILO team to inventory the spares and MAMs that were on-board each ship at the start of ILO. The inventory will be compared to the new/updated COSAL and the shortages ordered. New adds shall be funded by the NAVSEA outfitting allotment. New adds are defined as those spares, MAMs and OSI that are computed as COSAL requirements to support newly installed systems or equipment, to support alterations to existing systems or equipment, or which are now allowed due to changes in allowance factors. Shortages of previously allowed items shall be funded by the ship's TYCOM. Spares and MAMs no longer allowed shall be removed from the ship's on board inventory.
- b. Prepare and submit FCFBRs to report discrepancies in the COSAL
- c. Update the ship's SNAP supply data base to provide the ship undergoing an ILO with a complete and accurate COSAL.

ILO activities follow established procedures as directed by the Fleet commands.

6.5.13 Ships

Ships shall be responsible for maintaining their COSALs as follows:

- a. Update COSAL records on a monthly basis using SNAP ASI (for automated ships) and/or the monthly AMCMAR product (for manual ships).
- b. Prepare FCFBRs to report any discrepancies in the COSAL and Allowance Change Requests (ACRs) to request changes to allowances. (FCFBRs and ACRs are addressed fully in Chapter 8).

- c. Submit OPNAV Form 4790CK for any added or deleted systems or equipment, as well as system and equipment alterations.
- d. Order spares, MAMs, OSI, equipage, and consumables as required to fill and maintain the ship's allowance. Spares, MAMs, OSI, equipage, or consumables added to the allowance by the monthly updates to the allowance are funded by the NAVSEA COSAL allotment. Initial outfitting material is also funded by the NAVSEA COSAL allotment.

6.5.14 Fitting Out Supply Support Assistance Center

FOSSAC shall assist the Prospective Commanding Officer and Prospective Supply Officer in development of the Supply Department of the U.S. Navy and Military Sealift Command (MSC) ships prior to acceptance into active service. FOSSAC shall be responsible to:

- a. Serve as the focal point to assist the pre-commissioning unit resolve problems.
- b. Provide supply related on-the-job training to Supply Department personnel, as required.
- c. Chair allowance product quality reviews, conduct preacceptance bin validations, and validate the acceptability of the Supply Automated Information System (AIS) database (Shipboard Uniform Automated Data Processing System [SUADPS]/SNAP).
- d. Monitor overall material availability of both contractor and Government furnished equipment.